Government is bound to see such situations while fixing pay-scales of the Central Government employees; and whether the Government has any mechanism to take into consideration grievances of the State Government employees also, Sir.

SHRI PRANAB MUKHERJEE: So far as the State Governments are concerned, they are covered by their own Pay Commissions. Several States have constituted Pay Commissions to take care of them and more than often they try to tend to follow the recommendations of the Central Pay Commission. That is why these problems are coming. As per the scheme of the Constitution, these are the two Governments deriving power from the Constitution itself to discharge their respective functions.

श्री आर.सी. सिंह: सर, छठे पे-कमीशन के इम्पलीमेंट होने से पहले सरकारी कर्मचारियों को CGHS के रूप में 125 रुपए पर month देने पड़ते थे, लेकिन छठे पे-कमीशन के इम्पलीमेंट होने के बाद 500 रुपए देने पड़ते हैं। उनको पहले लाइफ टाइम मैडिकल फेसेलिटी पाने के लिए 18000 रुपए देने पड़ते थे और अब 1st June 2009 से यह इम्पलीमेंट हुआ है, तो 60000 रुपए देने पड़ते हैं। बहुत सी जगहों पर कुछ employees 31st May को रिटायर हो गए हैं, तो उनका भी 60000 रुपए डिडेक्ट किया जा रहा है, जबकि वह 18000 रुपए होना चाहिए। क्या मंत्री महोदय की इस बारे में कोई उचित व्यवस्था करेंगे?

SHRI PRANAB MUKHERJEE: This is totally outside the purview of this Question. The question was limited to the Anomaly Committee in respect of a particular Department, that is, Income Tax. Therefore, if the hon. Member is interested, he should give notice for a separate Question.

Plan for new airports

*447. DR. E.M. SUDARSANA NATCHIAPPAN:
SHRI SANTOSH BAGRODIA:††

Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many airports are planned to be made operational in different parts of the country and particularly in Rajasthan;

(b) whether Government plans to develop airports at district level in view of the increased requirements of different religious and industrial destinations; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) A Feasibility study for revival of 32 non-operational airports belonging to Airports Authority of India (AAI) and Tezu airport belonging to State Government, was carried out by M/s RITES, the consultant appointed by AAI. As per the feasibility report submitted by M/s RITES, 13 airports out of 32 were recommended for development which has been accepted by AAI. These 13 airports are Passighat and Tezu (Arunachal Pradesh); Kamalpur (Tripura); Rupsi (Assam);

††The question was actually asked on the floor of the House by Shri Santosh Bagrodia.

Mysore (Karnataka); Sholapur and Akola (Maharashtra); Chakulia (Jharkhand); Jharsuguda (Orissa); Malda (West Bengal); Cuddapah and Warrangal (Andhra Pradesh) and Vellore (Tamil Nadu).

There are no non-operational airports of AAI in the State of Rajasthan. However, AAI is undertaking establishment of new civil air terminal complex at Jaisalmer and Bikaner Air Force Stations. In addition, Memorandum of Understanding (MOU) has been signed for taking over of Kishangarh airstrip belonging to Government of Rajasthan for developing it into a full-fledged airport of cater for ATR type of aircraft operations.

(b) and (c) At present, there is no such plan/proposal under consideration. However, development and modernization of the airport related infrastructure is a continuous process and is undertaken in phased manner depending upon the economic viability and availability of land and other facilities.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, in the answer certain places have been indicated which are in Arunachal Pradesh, Tripura, and Tamil Nadu. These are the border States. I would like to know whether these places, namely, Tezu in Arunachal Pradesh, Kamalpur in Tripura, Vellore and also Rameswaram in Tamil Nadu would be given priority because these are the border States. If so, what is the time frame for that?

SHRI PRAFUL PATEL: Sir, in my answer I have already indicated that out of the 32 non-operational airports, 13 have been identified as feasible in terms of further upgradation and modernisation, and out of these 13, as the hon. Member has mentioned, we have mentioned Passighat and Tezu in Arunachal Pradesh and Kamalpur in Tripura. All these airports, of course, cannot be made operational simply by the efforts of the AAI. The State Governments will also have to support because sometimes land and other issues like encroachments are also involved. We are working on it. Some of them I can mention. I can mention certainly about Jharsuguda in Orissa of which I have firsthand knowledge. The State Government has been asked for some additional land. Also in the case of Passighat and Tezu in Arunachal Pradesh and Kamalpur in Tripura the same issues are involved for which we are in discussion.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, near Rameswaram there is already an airport available but it has to be converted into a civil airport. I would like to know whether that place would be considered.

SHRI PRAFUL PATEL: Sir, I will find out and inform the hon. Member.

SHRI SANTOSH BAGRODIA: Thank you, Mr. Chairman, Sir. For the information of the hon. Minister, there is an airstrip between Bhilwara and Chittor known as Hamirghat. I suggest that you may kindly consider that also along with the other airstrip of Kishangarh for development. In the meanwhile, these are 18 projects, which you have not taken up. The Prime Minister's Office or their Committee has recommended 35, which have been reduced to 30 by some inter-Ministerial Committee. Now, RITES have reduced it to 30. Now, what happens to the remaining

18? Will you like to have private partnership with these 18? I am asking this because these are airports, which also need to be developed.

SHRI PRAFUL PATEL: Sir, I can say that out of these non-operational airports, there are some constraints, and, as the hon. Member has rightly suggested that all may not be able to be taken up by the Airports Authority themselves, specially, in these airports, which are closed, I think, we can examine this proposal, and we will try if there is a possibility to have joint ventures for these airports, which are non-operational, if somebody is willing to come forward, as we have already been doing in the case of some States like in Maharashtra. In Maharashtra, I am aware, the Government of Maharashtra has set up a Maharashtra Airport Development Corporation. It is a Company, which has taken up development of projects in the State, and we have also joint ventures with the MADC. In the same way, in Rajasthan, as you already pointed out about Kishangarh, we have entered into an MoU with the State Government. It is their facility and the Government of India, through the AI, will do a joint venture and develop that Airport. So, there are various models which can be examined, and, certainly, for non-operational airports or closed airports, if there are ways to revive them through joint ventures, it can, certainly be a question for consideration.

SHRI RAJIV PRATAP RUDY: Sir, the hon. Minister has replied for smaller airports. मैं माननीय मंत्री जी से सिर्फ यह जानना चाहूंगा कि इस देश में मुख्य रूप से जो छह मेट्रो एयरपोर्ट्स हैं, मुंबई, दिल्ली, शमशाबाद, देबनाली, ये चारों प्राइवेट सेक्टर के हैं, इसके अतिरिक्त दो मेट्रो सिटीज कोलकाता और चैन्नेई में हैं। महोदय, मेरा मंत्री जी से यह प्रश्न है कि हाल-फिलहाल निजी एयरलाइन्स ने यह घोषणा की थी कि वे 18 तारीख को स्ट्राइक पर जाएंगे। उनकी जो मुख्य मांगे थीं, उसमें प्रमुख रूप से यह थी कि एटीएफ के दाम ज्यादा हैं, इसमें ज्यादा ड्यूटीज लगती हैं और लैंडिंग चार्जेस अधिक हैं। महोदय, मैं माननीय मंत्री जी से यह पूछना चाहूंगा कि क्या निजी एयरपोर्ट्स से, जहां इस देश की पैंसठ प्रतिशत हवाई सेवाएं जाती हैं, वहां उनके जो लैंडिंग चार्जेस हैं, वे इतने अधिक हैं कि आज एयरलाइन्स के ऊपर उसका कुप्रभाव पड रहा है। मैं माननीय मंत्री जी से पूछना चाहूंगा कि क्या यह बात उनके संज्ञान में हैं? उन्होंने यह भी कहा है कि आने वाले दिनों में हम प्राइवेट एयरपोर्ट्स का निजीकरण करके उनको देंगे। जहां-जहां निजी एयरपोर्ट्स इस प्रकार का निवेश करेंगे, वहां वे स्वाभाविक रूप से दाम ऊपर रखेंगे, जिसके कारण निजी कंपनियों और हवाई यात्रियों को इसका ज्यादा भुगतान करना पड़ेगा। क्या माननीय मंत्री जी को इस बात का संज्ञान है? क्या वे कोई सामूहिक नीति बनाकर इस पर नियंत्रण करना चाहेंगे ताकि विमानन सेवाएं सामान्य लोगों के लिए सहूलियत भरी हो सकें?

SHRI PRAFUL PATEL: Sir, it does not arise anywhere in this question. But, as a former Civil Aviation Minister, he is entitled to have a lot more information than the other Members of the House. So, I can only suggest that airport charges will, in future, be determined by the Airports Economic Regulatory Authority which has been set up by us. It has been passed by an Act of Parliament. Both the Rajya Sabha and the Lok Sabha have approved it. It is now an Act. The Regulator has assumed office on 1st of August. The Regulatory Authority has been set up. So, all future economic issues regarding these two airports will not be further determined by the Ministry or by the Government. It will be decided by the Regulator and, I am sure, keeping in view all the aspects and whatever suggestions do come, the Regulatory Authority will be competent enough to take such decisions.

श्री बिश्वजीत दैमारी: सभापति जी, असम के बोडोलैण्ड में एक नया एयरपोर्ट बनने की बात थी। इसमें कुछ देर होगी, क्योंकि लैंड एक्विजेशन की बात भी है। मैं मंत्री जी से यह जानना चाहूंगा कि उसी के नजदीक जो भूटान का सारपांग डिस्ट्रिक्ट है, उसमें जो गेलेन्तू है, उसमें हमारे सिविल एविएशन की तरफ से एक इंटरनेशनल एयरपोर्ट बनने की बात थी, यह एयरपोर्ट कब शुरू हो रहा है और कब कम्पलीट होने जा रहा है?

SHRI PRAFUL PATEL: Sir, I have not followed the question fully. If the Member is referring to some place in Bhutan, I will not be able to give any details about any issues because it concerns another sovereign country. I am sure that if the Member would like to have some information I can write to them and obtain some information. But as of now, I will not be able to answer anything, especially about another sovereign country.

DR. KARAN SINGH: In Jammu and Kashmir, apart from Srinagar, Jammu and Leh, there are two other important areas where airlines can function. One is Kargil and the other is Kishtwar. Both these areas are in mountainous regions and air services there will be a great boom to the people and also help the tourism. Will the hon. Minister inform us as to whether Kargil and Kisthwar airports are under consideration?

SHRI PRAFUL PATEL: Sir, Dr. Karan Singh is very respected Member and, of course, knows every inch of Kashmir and the entire State.

DR. KARAN SINGH: Also former Aviation Minister.

SHRI PRAFUL PATEL: Of course, he is former Aviation Minister, former Maharaja and everything. But, all I can say is, we all know, after the Kargil war...

THE LEADER OF THE OPPOSITION (SHRI ARUN JAITLEY): Sir, both are concerned about the depleting strength of present Maharaja.

SHRI PRAFUL PATEL: Certainly, all Maharajas will be put back to good health. I can only say that...

SHRI RAVI SHANKAR PRASAD: There is no Privy Purse here for Maharajas, Mr. Minister...*(Interruptions)*...

SHRI PRAFUL PATEL: Sir, the issue is about Kargil. We all know, after the war, there is now a very good airport constructed at Kargil. It was constructed by the AAI and now it is with the Defence. But, certainly, as you rightly said, if any commercial airline wishes to operate, we will also make our endeavor. Sir, these are inaccessible parts. For six months in a year the roads of Leh and Sri Nagar are closed because of snow and mountainous terrain. There is no doubt that we should encourage. And, airport is available.

With regard to Kisthwar, I think, there was a suggestion from the State Government which is under examination. It also involves issues like additional land and other technical things which have to be resolved. But, certainly, both these airports, especially Kargil, which has already got an airport, needs to be made more available, commercially, to the people in that region.

MR. CHAIRMAN: Question No. 448...*(Interruptions)*...

SHRIMATI RENUBALA PRADHAN: Sir, Question No. 448 ...*(Interruptions)*...

SOME HON. MEMBERS: Sir, we have to ask our supplementaries on this question...*(Interruptions)*...

MR. CHAIRMAN: Only three supplementaries are allowed...*(Interruptions)*... I am afraid, No...*(Interruptions)*... Please...*(Interruptions)*...

SHRI MATILAL SARKAR: Sir, I want to put a supplementary...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, I would like to ask a question ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: Sir, it is an important question...*(Interruptions)*... We wish to ask supplementaries...*(Interruptions)*...

SHRI SABIR ALI: Sir,...*(Interruptions)*...

MR. CHAIRMAN: Nothing is going on record. There is no point...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, let there be a Half-an-Hour discussion on this question...*(Interruptions)*...

श्री राम नारायण साहू: *

श्री साबिर अली: *

MR. CHAIRMAN: Why are you taking up time when another Member is asking a question?...*(Interruptions)*...

SHRI BIRENDRA PRASAD BAISHYA: Sir, I would like to have a Half-an-Hour discussion on this...*(Interruptions)*...

MR. CHAIRMAN: All right. You give a notice for it...*(Interruptions)*... प्लीज़ आप बैठ जाइए ...(**व्यवधान**)... क्वैश्चन नं. 448 ...(**व्यवधान**)... आप बैठ जाइए प्लीज़ ...(**व्यवधान**)...

SHRIMATI RENUBALA PRADHAN: Sir, Question No. 448...*(Interruptions)*...

श्री साबिर अली: *

श्री रुद्रनारायण पाणि: *

MR. CHAIRMAN: Question No. 448...*(Interruptions)*... Please, आप बैठ जाइए प्लीज़ ...(**व्यवधान**)...

SHRIMATI BRINDA KARAT: *

SHRI PRAFUL PATEL: Sir, a statement is laid on the Table of the House. ...*(Interruptions)*...

MR. CHAIRMAN: Question No. 448 is being answered...*(Interruptions)*... Please, देखिए, आप बैठ जाइए प्लीज़ ...(**व्यवधान**)...

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*Not recorded.

श्री राम नारायण साहू: *

श्री साबिर अली: *

श्री सभापति: आप बैठ जाइए ...(**व्यवधान**)...

DR. PRABHA THAKUR: *

श्री साबिर अली: *

श्री सभापति: यह न सवाल है, न स्टेटमेंट है, यह कुछ नहीं है ... (**व्यवधान**) ... आप बैठ जाइए प्लीज़ ...(**व्यवधान**)...

श्री **साबिर अली**: *

डा. **प्रभा ठाकुर**: *

MR. CHAIRMAN: You are taking precious time of the House. That is all.

आपकी बात कोई नहीं सुन रहा है ...(**व्यवधान**)... कोई नहीं रेकार्ड कर रहा है ...(**व्यवधान**)... आप इस प्रश्न को चलने दीजिए ...(**व्यवधान**)...

श्री साबिर अली: *

MR. CHAIRMAN: No, no...*(Interruptions)*... Please...*(Interruptions)*... No, no. We are following three supplementaries rule and that is what it is...*(Interruptions)*... आप बैठ जाइए ...(**व्यवधान**)... आप भी बैठ जाइए ...(**व्यवधान**)...

श्री साबिर अली: *

MR. CHAIRMAN: What is the point of this?...*(Interruptions)*...

डा. प्रभा ठाकुर: *

श्री **सभापति**: देखिए, आधा क्वैश्चन, चौथाई क्वैश्चन से कोई फर्क नहीं पड़ता है। तीन क्वैश्चंस हो चुके हैं, इसके आगे कुछ नहीं हो सकता है। ...(**व्यवधान**)... साबिर अली साहब, आप बैठ जाइए प्लीज़ ...(**व्यवधान**)... आप बैठ जाइए। इस वक्त आपका सवाल नहीं हो सकता है। ...(**व्यवधान**)...

श्री साबिर अली: *

श्री सभापति: अगर आप दूसरे मैम्बर्स का हक मारना चाहते हैं, तो आप शोर मचाते रहिए ...(**व्यवधान**)...

श्री **साबिर अली**: *

MR. CHAIRMAN: Will you please take your seat? ...*(Interruptions)*... The Chair will take action against you if you continue to disrupt the House like this. ...*(Interruptions)*... The Chair will take action against the Members who persist in disrupting the proceedings. ...*(Interruptions)*... Question No. 448. Let it be answered.

New airports in Orissa

*448. SHRIMATI RENUBALA PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to set up new airports in Orissa during 2009-10;

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*Not recorded.